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IN THIS ISSUE

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THE SAGA OF THE ASTON MARTIN, PART 2—THE LE MANS MODEL : POOR MAN'S "MONTE" : R.A.C. "MEDICAL" PRO FORMA

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EDITORIAL

THE news that the Royal Belgian A.C. has decided to run the Grand Prix of Europe on 22nd June as a pukka Formula 1 race may give B.R.M. the chance for which it has been looking. It must have come as a distinct shock to those who have recently been urging for a complete switchover to Formula 2, to learn that the Belgian club's example will probably be followed by other countries, the race-organizers of which had adopted a wait-and-see policy for their *grandes épreuves*. This important decision will undoubtedly mean that Enzo Ferrari will completely revise his 1952 racing plans, and that Spa will see the world's fastest formula cars in action, which is as it should be. With the B.R.D.C. *Daily Express* event a Formula 2 affair, we shall have to look to the R.A.C. to put on a full-scale British G.P. to Formula 1 regulations.

No matter how attractive a race for 500 c.c. supercharged and 2,000 c.c. machinery may look on paper, provided a really representative entry is obtained, there can be no spectacle to match one in which the very fastest of present-day racing-cars take part. Naturally many experts see, in Formula 2, a chance to put British motor-racing completely on the map.

Be that as it may, Formula 1 does not run its course until the end of the 1953 season. There will be sufficient Formula 2 events in which to develop the type of vehicle which will be eligible for 1954 Formula 1 races—at least it is no great step from 2-litres to 2½-litres unsupercharged; or from 500 c.c. to 750 c.c. supercharged for that matter! Also, one can see a possibility that 1953 may see several events run to *Formule Libre*—in order to give the general public a chance to watch the very fast cars in action.

The squabbles over the B.R.M., and the indisputable fact that the Press is, on the whole, completely antagonistic to the Bourne venture, has caused this unhappy car to be regarded as something of a white elephant. It should, however, be remembered that this is an all-British machine, and that despite the mistakes and cases of sheer mis-management, there is always the chance that it may redeem itself by winning not one Grand Prix, but several. It is known that several changes have taken place within the organization, and although past results cannot do other than produce pessimism as to B.R.M.'s future chances, the British public on the whole wishes to play the game, and the vast majority has not been unduly impressed by even the most savage attacks—to judge by the many letters received in this office.

AUTOSPORT has been accused by several influential people in racing circles that it is "flogging a dead horse" to give any sort of support or encouragement to the B.R.M. We can only say that this support will continue until such time as the car is proved to be the dismal failure that some people appear to insist it is.

—OUR COVER PICTURE—

FORMULA TWO: Although Amedée Gordini himself is now busily engaged in constructing his own 2-litre racing machine, the 1½-litre Simcas built by him will continue to operate this year in Formula 2 events. This is André Simon, driving one of the supercharged versions.

Pit and Paddock

STIRLING MOSS, Reg Parnell and John Bolster had very sore arms after last Sunday's Kitching Trophy Trial—signing autographs!

DOUG COTTON must have been a highly delighted man last weekend. Two Cotton trials cars up for the "Kitching"—and both collected trophies.

FACER for Northern mud-pluggers. When the South made that famous killing in last year's R.A.C. Championship, North supporters alleged that it was due to using cut tyres. Rumfitt came up last Sunday and won the "Kitching"—without cut tyres!

KURTIS-KRAFT, of Los Angeles, renowned for their Indianapolis racing-cars, have introduced a new 4-litre sports-car of advanced design and appearance. Specification includes tubular chassis, torsion bar rear suspension, and optional disc-type brakes. Buyers will have a choice of power units.

GEORGE ABECASSIS and Dennis Poore will share one of the "works" Aston Martins at Le Mans. Another pairing is Eric Thompson and Lance Macklin.

JOE KELLY is reported as having retired from racing on medical advice.

NINIAN SANDERSON of Glasgow has acquired a brace of "double-knocker" Nortons, and intends competing at Brands Hatch and abroad this season with a Cooper.

TIM CRUMP has decided to give up trials for this season owing to business commitments.

BRIAN SHAW-TAYLOR has left hospital and is now at home in Cheltenham discussing the possibilities of rebuilding the E.R.A. Everyone will wish this popular and skilful driver a speedy return to health and strength.



BRISTOL CHIEF: Mr. George S. M. White, newly-appointed joint Managing Director of the Bristol Aeroplane Co., is also head of the Car Division of Bristol.

FOUR-CYLINDER 2-litre Ferraris are said to have been ordered by Rudolf Fischer of Switzerland and Johnny Claes of Belgium.

OFFICIAL Jaguar team nominations for Le Mans this year are Stirling Moss, Peter Walker, Peter Whitehead, Tony Rolt, Duncan Hamilton and Ian Stewart.

REG PARNELL is reported to have decided not to drive for B.R.M. this season. He will probably handle the modified Thin Wall Special Ferrari in Formula races, and has contracted to drive Aston Martins in certain specified sports-car events.

RAY MARTIN has had the major hand in Les Leston's considerably re-vamped J.B.S. "500", which is now so much a special that it would have been eligible for last year's AUTOSPORT non-series-built car award.

PHIL CHAPMAN is busy working on his new special which will replace the starkly efficient, Triumph chassis-based "Mercury".

TOMORROW (Saturday) Brian Bodenham and Joyce Box get themselves married at St. Peter's Church, Harborne, at 11 a.m.—congratulations!

R.A.C. QUOTE: "In the forthcoming R.A.C. International Rally of Great Britain, the provision of secret checks is intended purely as a means of preventing dangerous or inconsiderate driving, and the checks will only be applied in a manner to conform with the spirit of the intention".

BERNARD THOMPSON and Jack Clegg would like to squash the rumour that the Lancs and Cheshire C.C.'s "Derbyshire" is not a "starred" event. It will be held on 20th April, and is also a qualifying round for the R.A.C. Championship.

BRIGGS CUNNINGHAM may run at least one of the new lightweight Cunningham coupés at Le Mans.

PETER COLLINS (J.B.S.) will probably join up with Stirling Moss (Kieft) to race in certain International Formula 3 events.

FIVE crews from this country will take part in the all-feminine Paris-St. Raphael Rally which starts next week. A complete list of entries is given below.

ENTRY LIST

XIII RALLYE PARIS-ST. RAPHAEL

Mme. Delorme, F. (X); Mme. Parsy, F. (Dyna-Panhard); Miss B. Haig, G.B. (Healey); Miss B. Marshall, G.B. (M.G.); Mme. Carey de Boni, F. (Renault 4 cv); Mlle. S. Gallion, F. (Hotchkiss); Mme. C. Lauriau, F. (Renault 4 cv); Mme. E. Imbert, F. (X); Mme. G. Fourault, F. (Simca Aronde); Mme. Brun, F. (Rovin); Mme. Hammersley, F. (Peugeot 203); Mme. M. Boucher, F. (Simca Aronde); Mlle. Dubois, F. (Citroën II B); Comtesse Della Chiesa, I. (Fiat); Mme. A. de Requefort, F. (Dyna-Panhard); Mrs. J. Branford, G.B. (Hillman); Mme. Poinset, F. (Simca 8); Mme. Henric-Paysant, F. (Simca Aronde); Mme. M. Griffen, F. (Delage); Mrs. K. Hague, G.B. (Riley); Mlle. Hauray, F. (Simca Sport); Mlle. Prevost, F. (X); Mme. Y. Simon, F. (X); Mlle. de Rives, F. (Simca 1,200); Mlle. J. Lafond, F. (Renault); Mrs. E. Allard, G.B. (Allard); Mme. Darquier-Riu (Renault 1,062); Mme. Demcenke (Fiat); Mme. Gordin, F. (Simca); Mme. Angelvin, F. (X); Mme. Beeswillwald, F. (Renault).

SPORTS- NEWS

SPA—FORMULA 1

G.P. of Europe Decision

AUTOSPORT has been informed officially by the secretary of the Royal Belgian A.C. that the Grand Prix of Belgium on 22nd June, 1952, will be run to Formula 1 regulations. This event is, of course, the Grand Prix of Europe, and the Belgian club's decision clears up the doubt which has been created in the minds of many motor racing enthusiasts, as to whether or not the premier G.P. of 1952 would be for Formula 2.

It is further learned that B.R.M. have guaranteed the appearance of at least two B.R.M.s, and that Ferrari are likely to reconsider any idea that they had of not giving the 4½-litre cars an outing in European races this year. It is also understood that the new French-built Sacha-Gordine cars will run, possibly in both 1½-litre supercharged, and 4½-litre unsupercharged form. The Sacha-Gordine was exclusively described and illustrated in AUTOSPORT by Gerard Crombac.

* * *

THE B.R.D.C. "DAILY EXPRESS" SILVERSTONE MEETING

BOOKINGS for seats at the *Daily Express* Trophy meeting at Silverstone on 10th May may now be made with the *Daily Express* Trophy Office, Fleet Street, London, E.C.4. Pits' Grand Stand seats cost 30s., and those in the South Grand Stand cost 25s. Parking costs in the Grand Stand car park are—cars, 10s., motor-cycles 2s. 6d. An "All-in" car ticket, admitting car and all passengers to the circuit, costs 25s. if booked in advance, and 30s. on the day. Admission to the circuit of coaches with all passengers will cost £9 10s. 0d.

The programme includes the Formula 2 Trophy race, in two heats and a final, the Production Car 17-lap races, a 500 c.c. race, and special demonstrations.



TRY-OUT: Designer Gordon Bedson at the wheel of the new Mackson, which several drivers, including motor-cyclist Johnny Lockhart, tried out at Brands Hatch last week-end.

ACCUSATIONS IN FRENCH NEWSPAPER

R.A.C. Issue Official Denial Regarding Report of Abandonment of Formula 1 and Substitution of Formula 2

THE French sporting paper, *L'Equipe* has recently given considerable prominence to statements that Great Britain has applied to the Commission Sportive of the F.I.A. to abandon all Formula 1 (1,500 c.c. S. and 4,500 c.c. U/s.) Grand Prix racing for 1952 and 1953, and to substitute Formula 2 (500 c.c. S. and 2,000 c.c. U/s.) as an interim measure. As one of these reports appears above the name of prominent motor-sporting journalist Maurice Henry, it is evident that readers of *L'Equipe* will be disposed to believe that the R.A.C. has, in fact, been responsible for approaching the F.I.A. with the suggestions mentioned.

AUTOSPORT asked the Competitions Dept. of the R.A.C. whether or not any such approaches had been made, particularly as the French newspaper had said that the Commission Sportive would meet shortly to consider their decision. The R.A.C. reply was that no such suggestion had ever emanated from Pall Mall. It was also pointed out that, at the recent F.I.A. meeting to ratify 1954 Formula decisions, of all the voting nations present, only Britain's R.A.C. delegates had voted in favour of the retention of the existing Formula 1.

Undoubtedly Maurice Henry's statements are of a highly damaging nature, and it would be interesting to learn the exact source of his information. It may be recalled that the same journalist stated that the Alfa Romeo team had departed

very unsatisfied after the result of the abandoned *Daily Express* Silverstone race, whereas the Italian team manager had informed the B.R.D.C. that in his opinion the awards were given to the people who most deserved them and that they (Alfa Romeo) had no grumbles whatsoever.

* * *

THE B.T.D.A. "STAR" FINAL PLACINGS

NOW that various protests and results have been sorted out to everyone's satisfaction, Denis Flather is able to issue the final placings of the first 10 in the 1951 British Trials Drivers' Association annual "Gold Star" Competition. These are as follow:—

	Marks
1. Ron Faulkner (Paul) S. ...	145
2. Tim Crump (Marden) S. ...	142
3. Cuth Harrison (Harford II) N. ...	134
4. Wally Waring (W.H.W. Del-low) S. ...	132
5. Maurice Wilde (Ford) N. ...	113
6. Cyril Corbishley (C.C.S.) N. ...	110
7. Godfrey Imhof (Imhof) S. ...	109
8. Ted Spence (Spence V) S. ...	96
9. Bill Sleeman (Sleeman) N. ...	86
(5 events)	
Tony Rumfitt (Colton) S. ...	86
(5 events)	

S.—South of England. N.—North of England.

* * *

BELGIAN FORMULA 3 RACE

THE picturesque Bois de la Cambre, Brussels, will be the scene of an International Formula 3 race on 11th May. It is expected that the "Coupe du Monde" race, which was not held in 1951, will be staged this year, possibly in August.



AUTOSPORT, FEBRUARY 22, 1952

MUD-PLUGGING MOSS: *Stirling Moss in Cuth Harrison's new Harford 3, tackles Woodbine, watched by a small section of the very large crowd.*

Harrison (Harford 1), Gordon Mosby (Ford), Reg Phillips (Austin/Javelin), Rex Chappell (Cotton), Reg Parnell (Harford 2) and A. W. Lilley (Clegg)—11 each.

Barn Close was conquered by eight stalwarts. These were Phillips, Mick Beardshaw (Wharton), Stan Jenkins (Morris), Chappell, Roy Clarkson (Ford "Roller Skate"), Tony Ruffitt (Cotton), R. Kemp (Kemp), and Lilley. Moss, Parnell and Bolster made first-rate attempts.

RUMFITT WINS KITCHING TROPHY

Enormous Crowds Turn up to North Midland M.C. Classic — Moss, Parnell and Bolster the Attractions—Rex Chappell and Tony Alldred Climb "Unclimbable" Hills

THERE were quite unprecedented scenes at last Sunday's Kitching Trophy Trial, organized by the North Midland M.C. News of the presence of Reg Parnell (Harford 2), Stirling Moss (Harford 3) and John Bolster (Dellow) swept like wildfire in the North, and resulted in the greatest crowd of spectators that has ever turned up to watch a club trial. The trio were besieged by autograph-hunters as soon as they made their appearance at the starting point, the Rising Sun Hotel, Bamford. Near the main trials sections, something like 1,600 cars were parked on each side of the road for a distance of four miles.

However, to regular mud-pluggers, used to performing in front of the normal sprinkling of enthusiasts, the occasion was somewhat overwhelming, and it was fortunate that the crowd of cup-tie dimensions was extremely orderly, and, what is more, surprisingly well-informed.

For this trial, Cuth Harrison, Don Parker and their fellow "fiends", cooked up a fantastically difficult course, made even worse by an overnight thaw which turned practical sections into impossibilities, and caused the scrubbing of Jagers Clough because of deep snowdrifts. Up in this part of the Edale Moor,

cars were bogged down for hours, and it was said that John Bolster has evolved a new theory—four-wheel snowdrifting. Nevertheless, despite the intervention of the Clerk of the Weather, the 1952 Kitching Trophy Trial will go down in the records as a thoroughly well-planned sporting occasion, which, to the credit of North Midland, was won on the hills. Only three marks separated the first three, Tony Ruffitt (Cotton), Reg Phillips (Austin/Javelin) and Gordon Mosby (Ford).

Not a single success was registered on Pillar, first of the Edale "Abominable Snow Sections", and everyone dropped the maximum number of marks except Pat Atkinson (Atkinson), 10, and Edward

and all reached approximately the same mark—half-way up.

From this point on, the "Kitching" took on the character of a nightmare Monte Carlo Rally. Melted and melting snow formed almost impassable barriers, and caused lengthy delays whilst crews struggled to free their, and other folks', bogged-down cars. From the main Bamford-Sheffield road, one could see long lines of stationary vehicles far up on top of the moors. Jagers Clough was scrubbed by the organizers, and in small batches, cars released from the grip of the snow made their way down to the start of the six farm sections.

A hunger-making smell of fried fish-and-chips, and a battery of

SWINT CLOUGH: *P. H. Dickinson (Morrisford) stops on this section, which defeated the entire entry, whilst eventual "Kitching" winner, Tony Ruffitt (Cotton), awaits his turn.*



cameras, including those of TV, greeted competitors as they returned from the Wintry Wastes, to Rowlee Pastures, later re-christened "Mud-bath". The hordes of spectators invaded the mobile chip van, and unfortunate crews either had to chance joining a long queue, or persuade anyone they knew in the queue to fix them up. This chronicler is of the opinion that crews should have been given some sort of priority.

Anyway the Mudbath awaited. Mr. and Mrs. Bill Fleetwood sat axle-deep in their G.R.H. whilst the Fordson Major crew attached a tow-rope. The rope broke, and one of the helpers had a proper mud-bath. Naturally the very large crowd cheered. First to wallow his way through this section was W. Underwood (Underwood), and Tony Aldred (Austin) romped through for



HOG-HOPPING BOLSTER: (Above) John Bolster manfully slams the blown Dellow at Woodbine. He was the highest-placed of the nine Dellow drivers in the trial.

WHEELSPIN REG: (Left) Reg Parnell (Harford 2) spins to a standstill on Woodbine despite energetic bouncing by Bunty Wilde and advice from John Cooper.



an encore. Both performances were greeted with loud applause.

Everyone waited to see what Stirling Moss would do, and Stirling did exactly what any experienced mud-plugger would do—he went through non-stop, following the example of Tony Rumfitt (Cotton). Reg Parnell, aided by hearty bouncing on the part of passenger Bunty Wilde, scrambled out of the mud and up the steep little slope leading to the next section. It was this slope that caused trouble amongst later people, including John Bolster (Dellow), who made light of the mud, but spun to a standstill where it said "Observed Section Ends".

H. Shippside (Austin) negotiated the slope all right, but just out of the section, his nearside wheels tipped down a bank, and passenger Sandale baled out; whether or not intentionally it was hard to see; at any rate he rolled down the slope at express speed.

At Carnelly, Jack Twyford and his fellow marshals wore a sort of smug, well-satisfied smirk, and Malcolm Bateman was to be seen operating his camera with a kind of gloating intensity. This was due to a most innocuous-looking section, which included a downhill-then-immediately-uphill, right-handed hairpin. It appeared oh so simple! but car after car either went straight on, or

endeavoured to climb the bank and collect the marker posts.

People were asking: "Is it possible?" when the West Riders arrived. Gordon Mosby was the epitome of artistry. He approached the bend warily and wide, edged his way round ever so slowly, then when on the very apex of the turn, tramped hard on the loud pedal and sailed up non-stop. Maurice Wilde followed; he almost halted for good, but concerted bouncing saved the day and up he went for Clean Climb No. 2. Edward Harrison was not so lucky; he got round O.K., but his nearside front wheel tipped the marker post, and that was that.

Tony and Pamela Rumfitt took part in what was easily the longest climb. From the second the Cotton successfully negotiated the hairpin, the crew kept up a non-stop session of systematic and synchronized bouncing, followed most of the way up by a TV camera. When they reached the top, both had to halt for several minutes to recover their breath.

Stirling Moss was immaculate, and proved conclusively that any sort of driving comes natural to him. Nevertheless, he and John Cooper also had to do a considerable amount of bouncing. Incidentally,

(Continued overleaf)

RESULTS

The Kitching Trophy (Best Performance): Tony Rumfitt (1,172 Cotton), 41 marks lost.

Parker Trophy (Runner-up): Reg Phillips (1,486 Austin/Javelin), 42.

Noble Trophy (Third Best Performance): Gordon Mosby (1,172 Ford S.), 43.

Senior Trophy (Fourth): Mick Beardshaw (1,172 Wharton), 44.

Astbury Trophy (Fifth): Rex Chappell (1,172 Cotton), 45.

Souvenir Awards (in order of merit): Tony Aldred (1,172 Austin), 47; Stirling Moss (1,172 Harford 3), 48; Pat Atkinson (1,172 Atkinson), 50; Edward Harrison (1,172 Harford 1), 51; A. W. Lilley (1,172 Clegg S.), 51.

Team Award: 1, "Hallamshires" (Phillips, Beardshaw and Stan Jenkins (Morris)), aggregate, 150 mks. lost; 2, "West Riders" (Mosby, E. Harrison and Maurice Wilde (Ford)), 153.

Other Placings

11, L. J. Oliver (Oliver), 55; 12, F. Atkins (Austin), 55; 13, R. Kemp (Kemp), 58; 14, Maurice Wilde (Ford), 59; 15, E. J. Chandler (Chandler), 60; 16, Edgar Wadsworth (Austin), 62; 17, W. L. T. Winder (Austin), 62; 18, H. G. Ineson (Marford), 62; 19, Roy Clarkson (Ford), 62; 20, John Bolster (Dellow), 62; 21, Ken Bailey (Bailey), 63; 22, Cyril Corbishley (C.C.S.), 63; 23, P. J. Clay (Phoenix), 63; 24, Bill Fleetwood (G.R.H.) and Bill Sleeman (Sleeman), 63 (tie).

Starters: 64. **Retirements:** A. S. Pearce (Standard); W. A. Grayson (Grayson); H. R. Payne (Dellow); S. Parish (Rover); R. C. Needham (Austin).

Best Test Times: 1, Ken Bailey, 39.41 secs; 2, Reg Phillips, 40.27; 3, Cyril Corbishley, 40.99; 4, Tony Rumfitt, 41.85; 5, Mick Beardshaw, 42.5; 6, P. H. Dickinson (Morriford), 42.78.

Bill Sleeman set off in a tearing hurry, and looked an easy B.T.D. recorder; only he completely forgot to round the pylon for the second time.

Again, big crowds watched these car-o-batics, applauding the more skilful performers with great zest. Night had fallen by the time last man, and R.A.C. Observer Roy Clarkson reported for the test, which he had to do by the light of his "headlamps". Anyone who has attempted the same thing using what passes for lamps on the modern trials special, will agree that this can be quite a performance.

The results were speedily forthcoming at the "Rising Sun", but one could sense that many of the Northern experts present were slightly abashed, when Cuth Harrison announced that the "Kitching" had been won by Tony Rumfitt (Cotton)—a Southerner!



STUDY IN STYLE: Gordon Mosby (Ford) shows how the tricky hairpin at Carnelly should be negotiated. He was the first to perform this manoeuvre correctly.

Kitching Trophy—continued

this 8 cwt. Harford 3, with its engine amidships, and drilled front axle, is something of a trials bolide! John Bolster negotiated the hairpin all right, and was perfectly placed for the climb when wheelspin intervened. The same thing happened to Reg Parnell, with a chorus from the crowd of "Bounce, Reg—Bounce!"—but it was just too late. Both Reg Phillips and Mick Beardshaw were 100 per cent. on this section, but no one else managed to claim "cleans".

Immediately following Carnelly was Hey Bridge. This consisted of crossing a stream (the way being marked by a fallen tree), then shooting up a steep and incredibly muddy lane, to turn sharp right between a couple of trees into a field. Rex Chappell, driving his Cotton for the very first time, registered the only successful climb of the day, making amends for an unlucky failure on the hairpin—a failure which eventually cost him the Kitching Trophy. A. W. Lilley made a terrific effort, and just stopped within feet of the "Observed Sections Ends" mark. John Bolster was also excellent, and was a shade unfortunate not to keep going. This was also true of Stirling Moss, Tony Rumfitt, Pat Atkinson and a few others. Goff Imhof, who had halted on the hairpin on the previous section despite a tyre-switching act, also stopped within sight of the finish.

More "Harrison Horrors"

The next bunch of "Harrison Horrors" lay near at hand. All

competitors gave Coombe best, although Chappell, Lilley and Atkinson climbed higher than anyone else. Woodbine, which surely must be rechristened Aldred's Joy, defeated the entire field with the exception of Tony Aldred, who drove as one inspired and seemed to wish his car to the top by force of sheer concentration. Amongst those who got further than most were Bill Fleetwood, Edward Harrison, Pat Atkinson and Rex Chappell. No one did anything exceptional on the last hill, Swint Clough, and all lost the maximum of 12 marks, except nine folk who dropped 11. It was very noticeable how the crowds quickly swept from one section to another, in the wake of Moss and Parnell—rather like the star golfers' following in the Open Championship.

Ken Bailey Best in Test

The open space opposite the Marquis of Granby, Bamford, was the venue of a somewhat memory-teasing special test, involving acceleration and reversing manoeuvres, and dicing round a centre pylon. Underwood's car did a remarkable slow-motion act of tipping over, without doing any damage to car or crew. Fastest in this affair was Ken Bailey with 39.41 secs. Moss took it gently and sensibly (46.93), whilst Parnell recorded 47.58, despite stalling his engine. Reg Phillips was second fastest with 40.27. John Bolster was penalized for going the wrong way round the pylon, probably being put off more than somewhat by yells of "Drift it, John!"

Maurice Trintignant, will be driving Italian Ferraris this year. Hopes for Amedée Gordini's new 2-litre cars run high, however.

Irrespective of causes and effects of the change, however, the change itself would hardly be in accordance with internationally accepted practice. A Formula standing until 1954 should remain in force until 1954, in the interests of the competing concerns, whose racing programmes entail much planning, hard work and heavy expenditure. Only by a majority vote of the national clubs,

on just and definite grounds, should organizers be empowered by the F.I.A. to revise International race regulations. Unpopular racing formulae, such as the A.I.A.C.R. 1929 fuel consumption rulings, have been overridden before now, without causing inconvenience or expense to competing marques, but a switch-over at short notice without adequate reason from a Formula for which manufacturers are actively preparing would be an unprecedented and unjust step, and one which should, in all conscience,

be suppressed by the legislating F.I.A.

Possibly this "flap" over a premature change in Formula is itself premature. Even so, it is better to clamour beforehand than when it is too late. B.R.M. must have their chance; not only are six years of hard work and the expenditure of many thousands of pounds at stake, but this country and its motoring industry stand to gain or lose much valuable prestige by the fate of Formula 1 in the next two years.

C. P.

LOTHIAN C.C. TRIAL

Another Win for Bill Lamb (Dellow)

LAST Sunday was a day stolen from spring to make ideal conditions for spectators and add to the hazards of competitors in the Lothian C.C.'s closed invitation trial. There was a fine assortment of sports-cars and specials strung along the roadside at Fairmilehead—just outside of Edinburgh—and by 11.30 a.m. the attack on the four closely grouped hills of Dreghorn had begun.

Very similar in nature, these four hills reflected the improvement in the weather for, as the day grew sunnier and warmer, the frosted ground became softer and more tenacious, making the number of clean climbs fewer.

Hill number one resulted in five clean climbs with a spanking introductory effort by A. Wallace (Ford Special) and a classic production by T. A. Knight in his modified version of the "Chummy" Austin, which contains an engine circa 1926.

Hill two saw the clean climbs reduced to three with very stout efforts coming from Ernie Herrald (M.G.) and William Stewart (H.R.G.), which were unavailing and cost them 10 marks. Jack Wilson (Austin Special) produced a 100 per cent. performance—pity we don't see him often enough these days! Hill three saw the entrance ruts deepen and reveal a nasty boulder or two and sparks flew from the rear end of R. M. Gray's M.G., while Jack Wilson really met trouble by hitting the boulders and then bounding uphill only to fall back very suddenly with a damaged prop. shaft. There were but two clean climbs on hill three and on the fourth not even the skilful Bill Lamb could coax his blown Dellow over the brow and he failed along with the rest.

From Dreghorn the troops went via Penicuik and Loanhead to the Polton area to another group of four hills. On the fifth hill of the trial everyone was happy as there was a good bottom to the surface and the whole entry went unpenalised. Hill six may have looked easy but only "Speedy" Hendry (Watson Special) and Bill Lamb got within striking distance—Hendry to lose five marks and Lamb none at all.

Hills seven and eight were through newly cleared timber land. There were

no failures reported. Hendry had bad news to report. A brush with one of the logs at the edge of the hill caused a bent front axle and did his second gear a bit of no good; however, he was able to continue.

The last two hills were reached through the villages of Carrington and Easthouse to Pencaitland and they had all the character of a morass. It was far too soft going for W. M. Thomson (Austin A90) and his wheels spun and spun as though they would never grip, so he decided to pack up. Bill Watson (Ford Special) motored merrily and with obvious enjoyment to a clean conclusion on both hills as did Peter Goodall and Bill Lamb in their Dellos.

Spectators and competitors alike were full of admiration for Tom Knight and

his very gallant efforts in the little "Chummy" Austin. He made clean climbs on half the hills. "AENEAS"

RESULTS

Best Performance: W. J. Lamb (Dellow), 5 marks lost; 2, P. M. Goodall (Dellow), 25.

Best Novice: R. M. Gray (M.G.), 125.

Team Prize: W. J. Lamb and P. M. Goodall.

* * *

MAIDSTONE AND MID-KENT C.C.

A night navigation and map-reading trial will be held on 15th-16th March, on a course of 80-100 miles on O.S. map No. 172, starting from the Swan Hotel, Charing, where breakfast will be provided on Sunday morning. Details from H. Fuller, 48 Highstead Road, Sittingbourne, Kent.



EX-CHUMMY: Tom Knight (Austin), making a gallant attempt on Polton during the Lothian C.C. Trial. Passenger Ian Bennie doesn't look over-optimistic as to their continued progress.

OWNER-PASSENGER: Bob "Viggo" Shanks, perches behind his own Ford Prefect, whilst R. Mellon attempts unsuccessfully to leave the start on Schoolhouse Lane during the Irish M.G. "Experts".

JIMMY MILLARD in his Ford-based Morford Special won the Premier Award, the O'Clery Cup, against very tough opposition in the Irish M.G. C.C.'s "Experts" Trial. Of the 27 starters only two were non-finishers and the appearance of no fewer than four new specials enlivened the general interest and competitive spirit in this event. The 36-mile route included such well-known trials areas as Mount Venus, Old Bawn, Glassamucky, and parts of the Featherbed Mountain. Two laps of the circuit included two special tests and a total of 19 observed sections.

Great interest was centred on the two brand-new Ford Ten-based specials of trials champion Kevin Murray and that versatile driver Cecil Vard. Murray's car is built on a tubular frame somewhat similar to the Dellow, whilst Vard's C.E.R., built by Charlie Ryan, is based



IRISH M.G. EXPERTS' TRIAL

J. C. Millard (Morford) Wins O'Clery Cup

on a standard "Prefect" frame shortened to give a wheelbase of only six feet. Both cars are extremely well constructed and behaved well in this trial apart from the fact that Vard suffered from clutch slip, which he thought was caused by the pedal binding on the floorboards, it was amusing to watch him hacking large pieces of wood from the latter with a borrowed penknife! Another "first time out" was that of the Tracton Special, constructed and driven by G. Tracey, and based, as near as could be judged, upon a cut-down 1937 Morris 12 chassis. This machine appeared to be fitted with the old side valve type of Morris engine and seemed to suffer from lack of power and excessive weight.

On the first lap Woodtown Hill was the first section; all the specials climbed clean except the Tracton and clean neat climbs were also made by "Bill" Young (M.G. TC), Arthur Knowles (M.G. TD) and Dermot O'Clery (M.G. J2), on the second lap Arthur Johnson made a first-class climb in his standard TC.

Few made clean climbs on Slippery Sue, only Tom Ohle (blown Dellow), Murray and Millard made it on the first lap. On the second lap Vard climbed non-stop, but Laird, Cecil Atkinson (Ford Spl.) and Jack Wolfe each dropped one mark. Johnnie Bell (Belford) and Alf Potter (Ford Spl.) improved on their first lap performances.

Schoolhouse Lane, a deep cutting far more difficult than it looked, was organized into two completely separate sections. Section A on the first lap defeated everything except the specials, Young's TC and O'Clery's little J2. Actually some of the specials failed to make a clean climb here and the deceptive-looking start line caused bother to most, the M.G.s of Johnson, Stevenson and C. K. Flynn, Shanks'

Prefect tourer driven by R. Mellon and Grew's Ford Spl. failed to move off the line at all. Jack Wolfe again made a valiant effort and claimed eight marks. No one managed to climb Section B of Schoolhouse on lap one, but on lap two slight alterations were made to both sections and 100 per cent. climbs were made by Arthur Johnson, Jack Wolfe and Joe Bewley (Ford Spl.), whereas Carey claimed only eight. Second lap of Section B saw many improvements, a full 10 marks going to Gibney, both Ohles, Murray, Millard, Atkinson and Laird, whilst Harold Johnson (Lancia Spl.), Potter, Bell and Carey all reached nine, and Young and O'Clery did well with standard cars to claim eight.

Glassamucky was a nasty looking track of mud running alongside the road, but this was much easier than it looked as everyone claimed 10 here except the Tracton Spl. which failed to appear on the second lap.

The first special test consisted of a forward-reverse-forward manoeuvre at a Y-junction and times were surprisingly consistent, the three best being Jack Ohle, Murray and Carey each with 12 secs., Bell was only one-fifth of a second slower, and "Bill" Young stirred things up for the standard sports-cars by slamming the TC through in only 12½ secs.!

The second special test was held in the same place on the second lap and was the old familiar forward-brake-reverse and forward affair. This time Tom Ohle was quickest in the blown Dellow, his time being 12 secs.

On the Featherbed three very mucky sections followed each other on the first lap and a fourth section was included on lap two. The best aggregate of marks for these seven sections was that of Cecil Atkinson, who climbed six

clean and gained eight on the seventh, giving him a total of 68. Millard was next best with 66, whilst Murray, Potter and Laird all claimed 64. The later Featherbed sections caused considerable delay when a number of competitors became bogged and as many as 15 cars were lined up waiting for one section.

After the Featherbed came Pipers-town, and here practically everyone climbed clean on at least one of the two laps.

Towards the end of the afternoon heavy mist settled down on the mountain and it became a cold and thankless job for the sturdy marshals and supporters who stuck to their posts until the last man was through.

H. A. O'BRIEN.

RESULTS

Premier Award (O'Clery Cup): J. C. Millard (Morford Spl.), 176 marks.

Best in Opposite Class: A. L. Young (M.G. TC), 143.

Members' Cup: D. O'Clery (M.G. J2), 150.

Class A (standard M.G.s only): First Class—Arthur Johnson (M.G. TC), 116. Second Class—Arthur Knowles (M.G. TD), 116.

Class B (all others): First Class—K. P. Murray (M.M. Mark II), 175; C. Atkinson (Ford Spl.), 175; T. P. Ohle (Dellow), 174; R. Laird (Dellow), 172. Second Class—J. Ohle (Dellow), 167; M. Carey (M.K.V.), 167; J. Gibney (Ford Spl.), 167.

Team Award: J. Gibney, T. Ohle, J. Ohle, 508.

EASTERN COUNTIES M.C. 1952 EVENTS

ALTHOUGH not listed in the provisional R.A.C. National Calendar, the Eastern Counties M.C. will, in fact, be staging race meetings at Snetterton airfield circuit during the coming season, with an Invitation Meeting booked for 28th September. Their Invitation Rally listed for 25th-27th July will now take place on 22nd-24th August.

These events will be incorporated in the R.A.C.'s final printed edition of the National Calendar.



Sketch map of the route for the 1952 Circuit of Ireland. Particulars of dotted line routes will be given to competitors prior to starting on that particular stage

are a curved narrow channel, a downhill wobble-wobble, a braking test, an island, and two undisclosed tests. Cars will be inspected at the start and finish controls, and marks will be lost for damaged bodywork and mechanical or electrical defects. Generous allowance is made for modifications to competing cars, including changes of carburettors, induction and exhaust systems, back axle ratios, ignition systems, shock absorbers, etc.

The three classes are, as usual, for open cars, and saloons under and over 1,300 c.c. Shooting brakes and vehicles registered before 1932 are barred. The maximum number of entries accepted is 180, at £3 3s. 0d. for club members and £5 5s. 0d. for others, and they should reach the Hon. Secretary, Ulster Automobile Club, Saxone House, Donegall Place, Belfast, before 12 noon on 15th March.

The premier award is the U.A.C. Trophy and replica, and three prizes will be presented in each class. There will also be three team prizes, a Ladies' Trophy, the Castlereagh Trophy for visitors to Northern Ireland, and Finishers' Plaques. As for the Novices' Trophy, it will be available this year only to those who have not, since 1st January, 1933, won an award in any touring competition organized by a recognized motoring club.

Those who were in agreement with the Editor's remarks last week regarding the absence of small-capacity classes from the R.A.C. International Rally will welcome their inclusion in this event, at any rate for saloons. Past results of the Circuit of Ireland show that the small sports-car is at no disadvantage, thanks to the nature of the driving tests, and this year's restrictions on speed will also

1952 "CIRCUIT" A STOPWATCH SPECIAL

Strict Checks on Average Speed—Regularity Test included
—No Dublin Starting Point—Another All-Night Drive

REGULATIONS now issued for the 1952 1,000 Miles Circuit of Ireland Trial suggests that this year the emphasis will be on stopwatch and speedometer. Both minimum and maximum average speeds have been set for each section with the narrow gap of from 6 m.p.h. to 10 m.p.h. between each the minimum speeds varying from 20 m.p.h. to 30 m.p.h. and the maxima from 30 m.p.h. to 40 m.p.h. The route to be followed is somewhat different from last year's but the overnight stops at Killarney on the first two days and the all-night drive on the third will be repeated. No starting control has been established at Dublin this year, and competitors will leave Belfast on Saturday, 12th April, passing through a control in Northern Ireland, a check at Castleblaney, a control at The Cut and further south, a check at Tipperary, and thence to Killarney.

Sunday's route is, as before, an undisclosed one in Counties Cork and Kerry, and one wonders if it will include that famous drive to Gougane Barra, where so many came to grief in 1951. Monday night and Tuesday will take entrants round the western coast to Londonderry, and from there to the finish control "near Belfast"—presumably Nutt's Corner Aerodrome. In addition to the given check points and controls, there will be three secret checks on average speeds, one for each stage of the trial. And while competitors will lose 10 marks for each minute late at a control, they will lose one hundred marks if found exceeding the maximum average speed for any section.

The seven eliminating tests include a regularity test of Monte Carlo type, over a distance of between 30 and 50 miles, with three known controls and one or more secret check points. Other tests

assist them. Although the new form of the "Circuit" will entail a lot of mathematics for entrants, it will put an end to main road speeding ("Satisfied now, Mr. Bolster?"). And those who have competed before will know that they can count on the U.A.C. for efficient organization of the highest order.

WILSON MCCOMB.

BUGATTI O.C. PARTY

THE annual prize-giving party of the Bugatti O.C. takes place on 9th March, at "The Welcombe Hotel", Stratford-on-Avon. Lunch will be served at 1 p.m., followed by the prize-giving and a motor-racing film show by Dick Habershon. A presentation will also be made to Sydney Allard for his Monte Carlo Rally victory. Desmond Scannell will represent the Sunbeam-Talbot team.

Correspondence

From Bombay

I ENJOY reading AUTOSPORT very much, and am looking for the time when air-freight will enable me to get my copies earlier than by the long and infrequent sea-route. We have precious little autosport this side, except motor-cycle events at Poona, but Calcutta is evidently going ahead in respect of sport for four-wheelers.

I myself am a sports writer and broadcaster, and am trying hard to build up enthusiasm for a motor sport club in this city. Besides my two Kievs in 1949 and a super-sports "Sprite", there are in town a 328 BMW (once owned by me), an old Aston Martin, a Lagonda, four XK 120 Jaguars, many MGs and three old Bentleys.

Even at this distance I must cast my vote in favour of your policy in giving trials every encouragement. You have set out to cover all "autosport", and you cannot afford to neglect any one branch of fun on wheels. I wish you every success in all you undertake.

A. F. S. TALYARKHAN.

BOMBAY

"Medicals"

I SHOULD like to take this opportunity of telling Mr. Derbyshire, that the Ulster Automobile Club did most unjustly turn down four drivers for the Ulster Trophy event, myself being one of them.

The fact of each of us being able to produce a certificate of fitness to drive, and having gained a fair amount of success in previous events, was not taken into account on this occasion, although the officials concerned admitted that they could not find fault with our past performances. We were also denied a second medical opinion on the matter.

I think that the R.A.C. (although they did not at that time see fit to have this matter cleared up) should, when setting out the medical requirements for the future, take all these things into account, in fairness to drivers who have already shown their abilities in the past.

Good luck to your Journal

DAVID H. KYLE

HANGOR

I FIND myself in full agreement with the remarks in Dr. Bayley's letter in your 8th February issue.

The regulation, I believe, says one medical certificate will suffice for the year for most people. Thus it must be general fitness rather than temporary indisposition (which could be equally dangerous) that is in mind.

As regards general medical fitness, one supposes that the R.A.C. wishes to offer a further safeguard to itself and promoting clubs. A reasonable sentiment until one comes to examine it more closely.

Firstly, it can hardly be fun to drive in a competition if you are habitually unwell. For instance, a man with a raised blood pressure sufficient to make his doctor dubious about giving him a medical certificate of fitness would not be likely to want even to apply for a competition licence... he would not feel like it.

As regards disabled drivers, the same thing applies. If a driver has trained himself in an ordinary car to drive proficiently enough to make him want to enter into competition with people not so handicapped, he must have gained sufficient proficiency to pass a doctor's examination anyway, assuming that the only sensible medical opinion is to be based upon functional efficiency rather than appearance alone (and I say this with very little reservation). Moreover any further test is carried out by the stewards on a member's practice day with the stop-watch.

The only other reason I can think of that might call for a medical opinion is

that of sanity, and having heard some lay remarks about myself and crew after some 36 hours almost non-stop motoring, I would be even more suspicious of some of my colleagues' opinions. So I shall just be a little "choosy" as to whom I go for a "medical".

D.O.C.

SYDENHAM

WHEN you published my letter on the subject of "Medicals" in the first 1952 issue of AUTOSPORT, I had sincerely hoped that you would be in a position to put both my mind and that of numerous other competitors at rest, by following it up with the publication of full details of the exact medical standards required by the R.A.C. for all future speed events.

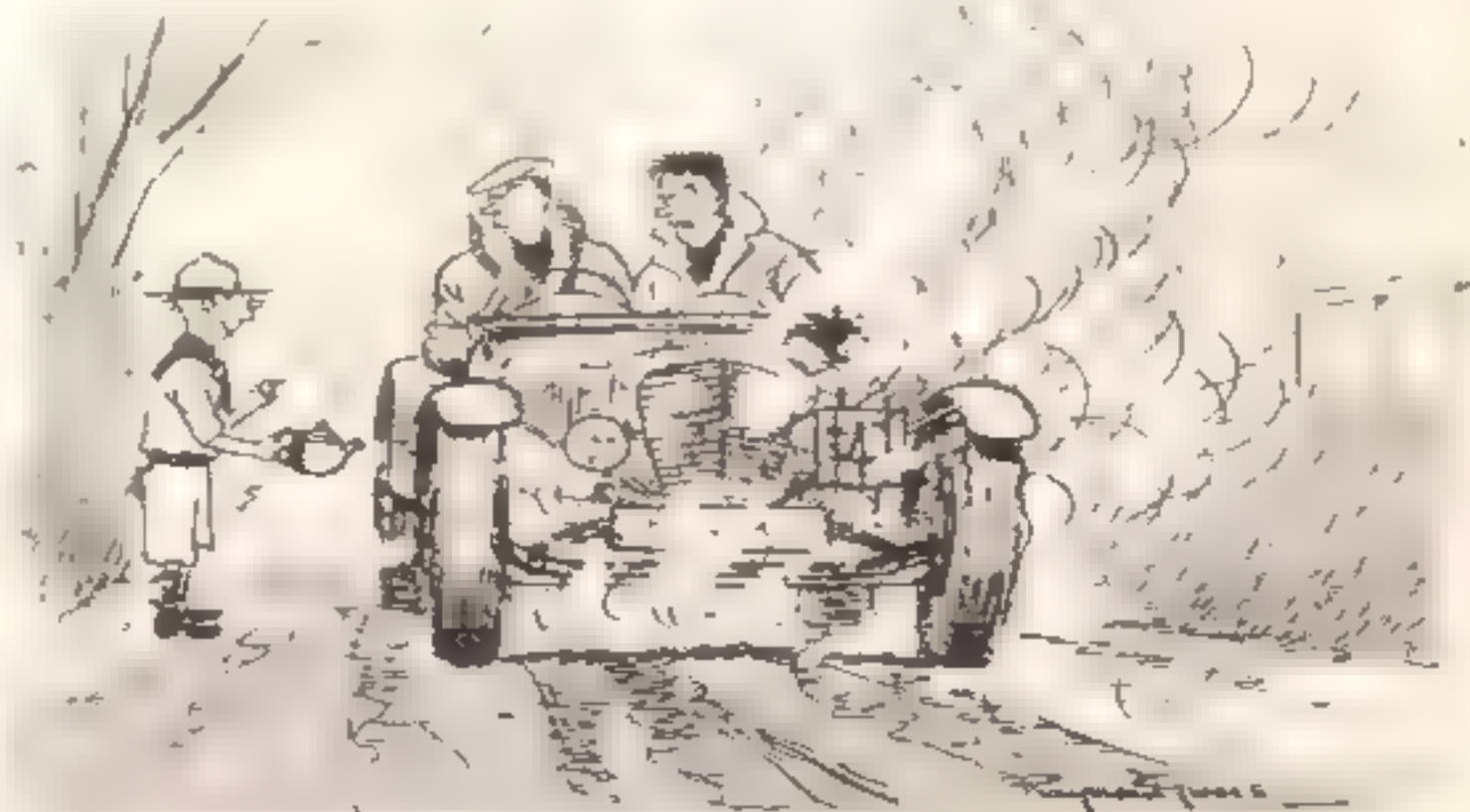
The reason why we have not yet read these is now obvious, having a letter before me dated 5th February, 1952, from the Competitions Dept of the R.A.C., stating that "the form of Medical Certificate to be required of drivers competing in speed events is still under discussion".

I would certainly expect that the R.A.C. should take time carefully to consider every requirement contained in the certificate, but I cannot conceive that they are justified in not ~~yet~~ having selected details of a regulation which was supposed to come into force on 1st January last, as they have had more than sufficient time.

Meanwhile, we, as competitors, continue to pay them good money for competition licences and continue to prepare cars in the hope that our medical defects, which we never have been unduly aware of in the past, will not be looked upon as serious, and as the first event is now little more than a month off we still do not know if we will be permitted to take part. It certainly looks as though the R.A.C. Competitions Dept requires to set its house in order.

Your correspondent K. Derbyshire appears to hold the R.A.C. in high esteem, as we have all done in the past and hope so to continue, but if this is to be, the R.A.C. must meet its obligations to the sport in a prompt and businesslike way and the proposed medical certificate must conform to *minimum* requirements for safety, as considered necessary by doctors, who are themselves in a position to judge these requirements, and not contain, for example, statements such as "binocular vision must be present", as was included in the regulations for their own T.T. Race last year.

Non-racing medical men may consider that a regulation such as this is absolutely necessary and have gone so far as to state that unless both eyes are, at the same time, focused on an object, it is impossible to estimate the distance off that object is, but other medical authorities tell us that binocular vision is not used for judging distances of more than 3-4 ft., which is considerably less than the length of one's car bonnet.



and the fact that some of our fastest and most successful local drivers have not got binocular vision, would appear to bear this out.

It would, therefore, appear that a medical which took into account a driver's past performance and was not based on "theoretical opinions", as advocated in the excellent letter of Dr. Joseph Bayley, would be far more suitable and fair to those who pay for the privilege of racing, than a hard and fast medical as used by the R.A.C. last season.

W. A. CLAPHAM.

BANGOR.

"Medicals"

HAVING read with intense interest the various letters written by Ulstermen regarding Medical Examinations, I really feel that it should be pointed out, in case intending competitors from across the water get cold feet, that the medical imposed by the Ulster Automobile Club is by no means a stiff one and not in any way to be compared with the normal life assurance medical.

The standards are the same for every driver and, of course, it is only reasonable that each driver should undergo examination at the same time by the same board of doctors. It would be most irregular if competitors could produce certificates from anybody they chose.

In event of an accident, involving a driver whose eyesight was in question, the consequences are just too terrible to think about; the road racing position is insecure enough as it is.

In conclusion, the more entrants from England the better—we like to have you and you are very welcome—even if your Fords won't rev above 8,000.

ERNEST T. McMILLEN.

DUNDONALD, CO. DOWN.

[STOP PRESS. the R.A.C. has now issued a statement regarding "medicals" and a proforma of the official form will be found on page 246. Ed.]

Economy Hints Wanted

I WOULD be gratified if any reader would give me the benefit of his (or her) experience as regards fuel economy in a Ford 10 Special. I am anxious to find the answers to the following queries:—

1. Would a single Ford carburettor use appreciably less fuel than the twin S.U.s at present fitted?

2. What would be the results of using big needles in the S.U.s?

3. Is there anything to be gained by using a sports coil and, if so, should any other adjustments be made besides widening the spark gap?

4. I have heard of a device operated off the induction manifold that automatically retards the spark when the engine comes under load. Does anybody know what this is, and is it a good thing in the interests of economy?

5. Could any other adjustments be profitably made in order to save fuel?

R. MOORE.

NORWICH.

"500s" for the "Poor"

How right Dick Caesar is in his article "Five Hundreds for the Poor".

I am one among the thousands who would like to start racing but are reduced to being spectators because we cannot afford to buy or build a machine good enough to compete against "works" or "specials" wallet emptiers.

Let's have a class of our own.

Formula 3S is a good idea; one snag; the chassis. It is obvious that an expensive chassis, therefore lighter, would handicap the heavier ones unless maybe the total weight of the vehicle was kept as low as possible in the regulations, but here again, low weight would mean lighter material and more expense.

In any case I shall be glad to hear more about it and have some regulations suggested.

All would-be supporters should give their opinions, the more will be the greater our chances of success. If anybody has any suggestions concerning cheap racing I am ready for it.

G. PURDY.

WALTON-ON-THAMES.

Ignition Suppressors

REGARDING the R.A.C.'s exhortation for car owners to fit suppressors to the ignition systems of cars to prevent television interference (page 132, AUTOSPORT 1st February, 1952), I fail to see why the onus of this should fall upon the individual motorist. It is admitted that the cost of 2s. 6d. is less than the proverbial packet of cigarettes, but a matter of principle is involved and presumably the motorist would have been expected to bear the expense had these suppressors cost £10 2s. 6d.

If, by some scientific and technical trick of fate, television sets produced an odd effect detrimental to the running of cars and television owners were called upon to pay 2s. 6d. for a gadget which would benefit the motorists, what an outcry there would be. The more sensational element of the daily Press would blossom forth with large headlines screaming this injustice to the world, and would tell of the possible hardships incurred by the poor television owners in helping these blackguards of society—the wealthy, plutocratic, murderous and often drunken motorists.

Now, a car owner pays a minimum tax of £10 per year for a road fund licence, 5s. for his driving licence, plus vast sums in indirect taxation in his petrol, whereas television set owners pay but £2 annually for their receiving licence—or at least they are required to do so, but tens of thousands have apparently elected to ignore such a trifling formality, and have "got away" with it for years.

However, the G.P.O. has just launched a concerted drive to seek out these tax-dodging gentry. Therefore, I suggest that a proportion of the increased revenue gained thereby be used by the Government to purchase the necessary suppressors, which could be then issued free to motorists when they renew their road fund licence, a suitable entry being made to this effect in the car's registration book.

Finally I quote a very rude, but expressive word of two syllables to those people who say car engines remain unaffected by the fitting of suppressors. From over six years' experience gained whilst working on W.D. vehicles I found the only method by which it was possible to secure good idling and carry out accurate tuning on freshly overhauled engines was to replace a suppressor fitted H.I. harness by one of normal type. Once an engine was in perfect tune back went the heavy suppressors which was sufficient to take the next edge off the performance.

JOHN HOLMES.

ILFORD, ESSEX.

The A.R.M. Game

IN the 7th December, 1951, issue of AUTOSPORT, John Bolster quoted me as saying that the car should be designed first, and then the engine. Again in a subsequent issue of AUTOSPORT, Lord Charnwood says the same sort of thing about me.

That this is a short interpretation of my original letter, is quite obvious; but it does not convey the correct meaning of my recommendations, accompanied and illustrated as they were, with diagrams which I considered adequate.

Of course, I agree that the designer must scheme out his engine before the shape of the car can be considered, in support of which I employed the A.R.M. project engine as the basis of my layout diagrams. But it is in these very early schemes that the profiles of most of the car are virtually established, the more so as engine sizes decrease.

The essential deduction is that (for example) a flat horizontally opposed engine may be justifiably preferred to a high narrow angle vee, in the interests of form. As cars get smaller, the engine type is more influenced by the body size permissible.

It is my keen hope that a proper, general realization of this fundamental design axiom (which was the keynote of my first letter) may eliminate the blind, automatic assumptions that a car must be front-engined, and must have a high seating position with a prop. shaft grazing the driver's buttocks, and on no account must be unconventional.

Lord Charnwood's side view of the A.R.M. car scales as long as a blown 3 litre Mercedes 163, and higher than an E.R.A. type B. Can this be a serious effort when clearly something the size of a Cooper-Bristol is needed, if only for realistic debate?

Best wishes for the future of A.R.M.

JOHN L. CLARKE.

STEVENAGE, HERTS.

THE SAGA OF THE ASTON MARTIN—Part 2

by DUDLEY CORAM

The "Le Mans" Model

IN the 25th January issue of **AUTOSPORT** I gave you an outline of the famous "International" Aston Martin, the model that established the marque as a design basis for many flattering copyists. Before the production model of the "Le Mans" appeared in late 1932 the factory produced

a small number of hybrids earlier in the year on the new chassis with mainly "International" bodies and trimmings, one of which I have in daily use. These cars were the transition between the last of the "Internationals" in 1931 and the first of the new "Le Mans" in 1932.

(Right) A Guy Griffiths study of Charles Nour and his Le Mans Aston Martin

Below: The 1933 Le Mans in the 1951 Bol d'Or 24 Hours Race during the early morning of the second day



THE Le Mans model, as its name suggests, was the outcome of important modifications in design to the earlier cars which had been thought up in the light of racing experiences, gained principally in the French classic. The main changes were: the adoption of engine-gearbox unit construction, the substitution of cable brakes for the Perrot type, the straightening of the rear chassis members, the lowering of the radiator line by about 3 ins. and the change to bevel-driven back-axle

The construction of the engine and gearbox as one complete unit really marked the decided change from vintage tradition and brought Astons into line with the general practice which most of the manufacturers adopted some years before. It is said that Feltham had stuck

to the separate unit method as long as possible as, in their opinion, it made for ease of production and quality of finish. Many owners of Internationals today find that maintenance is remarkably simple on these cars as the gearbox is so easily accessible, in particular my friend Bill Elwell-Smith, who whips boxes in and out of L.M 2 in a short space of time to change his gear ratios. Naturally the gearbox now being further forward in the chassis made the use of an extended gear-lever necessary. Hitherto a short stubby lever had come straight out of the box, ready to the driver's hand

The change in the braking system left a chain of arguments in its wake, both for and against. The cables certainly did away with the tendency of the back department to

come on with an alarming jolt without any application of pressure from the driver's foot, particularly after the rapid clearance of a pot hole or the too fast negotiation of an acute bend. But I must confess, having used both varieties, that the Perrot type are easier to keep adjusted for balance. The cable type need constant watching and the golden rule is never to use grease in the covered cables—always use oil, and not too thick at that. The straightening of the rear chassis main members took the waist out of the frame and allowed added width for the seating department, but, of course, was a modification to the original design intended to increase stiffness at the stern. The new bodies were built some 3 ins. lower following the new low radiator design and a new feature was the provision of two



the A.M.O.C. today in the proud possession of Jack Salthouse of Leigh-on-Sea

The last and most sweeping change was the scrapping of the underslung worm-driven rear axle and the substitution of the three-quarter floating spiral bevel. As a result of personal experiences I feel that the worm type had but one virtue, and then only when new—silence

The improvements in design did not materially affect the all-out performance, if at all, but the acceleration figures through the gears showed a marked improvement towards the middle and end. The lower body line no doubt helped in

scoops for driver and passenger over the scuttle

The engine itself had few changes other than an increase in compression ratio, new mountings in the shape of four tubular brackets, a new position for the starter motor on the port-side where it was much more accessible, new position for the dynamo on the front end of the crankshaft instead of in tandem with the magneto and an improved pattern con. rod. A new exhaust system was now standardized which became one of the most individual and popular features of the marque I refer, of course, to the twin flexible off-take pipes which sweep gracefully into the Brooklands-type silencer-cum-expansion-chamber, to be later taken to the tail by a single 2 ins. pipe, the whole of this carried out in plated finish being most impressive and the constant focal of admiring and envious glances from other sports-car owners.

The story of how the short two/four-seater Le Mans body was devised is most interesting. Just prior to the introduction of the model under discussion, Jimmy Nervo, of the famous Nervo and Knox partnership, had commissioned a firm of coachbuilders to construct for him a body to his own design on his chassis which was similar to the works 1931/32 team cars, one of which you see pictured above with Sammy Davis supervising last-minute adjustments before Le Mans. Jimmy had decided that his rapid cross-country runs between shows in the Aston needed some provision for luggage, so he had the slim tail removed and the rear-end



reshaped after the International fashion, only shorter, and a slab tank of suspected Invicta origin mounted at the back of the two/four-seater shell. The spare wheel was retained, Bugatti fashion, on the offside of the car ahead of the driving compartment. I give you this for what it is worth as this little bit of Aston history is far from clear. The body was actually constructed, however, and I can vouch for this as I have seen published photographs of it and Jimmy Nervo confirmed the facts when I had a chat with him at the 1950 Motor Show. To cap it all, the car is in

Sammy Davis supervising last-minute adjustments before the start of the Le Mans 24-Hours Race.

this connection. Although the 14 ins. brake drum size remained unaltered with the introduction of the cables, the shoe width was increased by half an inch which added greatly to the stopping power.

The pictures of the standard two/four-seater on these pages are of the car owned and raced by Charles Noar who drove her in last year's French Bol d'Or 24-hour race and secured fifth place in the 1,500



Saga of the Aston Martin—Continued
c.c. class and ninth place in the race proper. This 1933 Aston, normally used as a family hack in the surrounds of Wilmslow, Cheshire, covered a total distance of nearly 1,160 miles, being driven day and night with the same man at the wheel at an average speed of nearly 50 m.p.h., stopping only for fuel and oil and the replacement of one valve spring.

In addition to the two/four-seater 8 ft. 6 ins. wheelbase models, a number of long chassis full four-seater models were made with a 10 ft. wheelbase and a number of similar length four-door saloons, with lower compression engines.

The last of these models to be made was chassis number L3/329/L, which was a full four-seater commenced in December, 1933, and

The reduction in radiator depth of the Le Mans model is very apparent in the above picture of the author starting six Astons at an A.M.O.C. Snetterton meeting last year. From l to r, the types are Le Mans, Le Mans, Ulster, International, Ulster and International

probably finished many months later. There were 130 produced in all.
(To be continued)

CHASSIS AND SPECIFICATION DETAILS

ASTON MARTIN LE MANS MODEL, PRODUCED 1932, 1933 AND 1934

(Two-Seater, Two Four-Seater, 8 ft. 6 ins. Chassis and Four-Seater and "Standard" Saloon 10 ft. Chassis)

Engine: 69.3 x 99 mm. bore and stroke—1,495 c.c., R.A.C. Rating 119 h.p. Firing order: 1, 3, 4, 2. Valve clearance. Inlet .006 in.; Exhaust .008 in. Timing inlet opens $\frac{1}{2}$ in. before T.D.C.,

exhaust closes $\frac{1}{4}$ in. after T.D.C. Rad. Temp. 70/80 degrees (c). Plugs. (Champion) R.3., 16, 17, 18 and 13—hard to soft, for ordinary use and R.2. or R.11. for competition, (K.L.G.) M 100, M 80 and M 60—hard to soft. All gaps 0.15 thou. Max. Revs. 4,750 with Le Mans Models, 4,500 with Standard. Oil Pressure 30 lbs. min safe 15 lbs. (hot), compression ratio 7.5:1

Component Capacities: Oil 2 $\frac{1}{2}$ galls., cooling system 3 $\frac{1}{2}$ galls., fuel 11 or 18 $\frac{1}{2}$ galls. (2 and 2 $\frac{1}{4}$ -seaters). Tyres 18 x 5.25, pressure 25 lbs.

Track: 4 ft. 4 ins. Turning circle (short chassis) 39 ft., (long chassis) 43 ft.

Dry Weight (short chassis): 21 cwt., (long chassis) 23 cwt.

Ground Clearance: 6 ins. approx.

Petrol Consumption (NOT Pool) 26-27 m.p.g.

Gear Ratios:

1st	(14.026)	28 m.p.h. maximum
2nd	(8.737)	45 m.p.h. maximum
3rd	(5.91)	66 m.p.h. maximum
Top	(4.66)	84 m.p.h. maximum

(Engine speed 4,750 r.p.m.)

LARGE ENTRY FOR U.A.C. TRIAL

Successful Debut of Todd's New Special

SPRING sunshine, roads now clear of snow, and an entry of close on 50 keen drivers helped to make an enjoyable afternoon of last Saturday's short Ulster A.C. Trial. The event formed the official debut of the new Todd Special—an attractive and workmanlike marriage of Standard chassis, Hillman Minx axles and Austin A.40 engine and gearbox—and Wilbert Todd celebrated the occasion by taking the premier award, beating "Ferguson" winner Derek Johnston to do so.

The first section was a short one, from the start at Stranmillis Embankment, Belfast, to Cairn's Hill, some three miles away, but four competitors were late at the control. In the test, a multiple form of "see-saw" on a downhill slope, Desmond Montgomery made a neat performance with a 1935 Austin Seven saloon. At the other end of the scale Ernie Robb (Mercury Special) and Ian Titterton, in Todd's Humber Special, suffered from an excess of urge which sent them over the lines in a crabwise drift, but cousin Desmond Titterton

kept his "Festival of Britain" Allard well under control to set the best time.

Another short road section led to a narrow lane near Crossnacreevy, where entrants found two pylons awaiting them. Large cars were scarcely suited to gyrating in these surroundings, and Todd made good use of his handbrake to produce b.t.d. in 21.6 secs., with J. Duncan (Austin) an admirable second at 22.4 secs. A further 10 miles brought the field to a quarry near Newtownards for a test which worried everyone.

This consisted of four adjacent channels which had to be traversed in opposite directions over loose, stony ground. Nothing unusual in that, but—the entire manoeuvre had to be carried out in top gear. Before long a dense cloud of Ferodo fumes hung over the area, and that oft-repeated term, power/weight ratio, had taken on a new meaning for most participants. One Ford 8 engined M.G. stalled repeatedly, its shuddering restarts being painful to watch, but Ernest McMillan (TD) scorned such behaviour, and changed

down each time the engine laboured. Robb, with plenty of horses under the bonnet of his tubular-chassis Mercury actually managed to use the handbrake in setting the best time of 29.4 secs. Todd, who had been troubled by a fierce clutch, welcomed the opportunity to run it in, and burned out a cheerful 32.2 secs.

Two competitors were late at the next control, Killybegs airfield, for the final test, comprising two narrow channels at 135°, to be traversed in opposite directions. Leslie Rawlinson (Singer) swung nicely round the first time, but got into trouble on the return journey, whilst Robb's first meteoric drift resulted in a complete right-about turn. Hearts bled for D. E. Wallace (PA), who polished off a half-shaft on the line, and Todd and Johnston (TD) tied for the best time of 28.8 secs. On the final section to the Mount Royal Hotel, Donaghadee, Charles Maunsell found a loophole when he travelled by 'bus—no one thought to ask if he'd brought his car! F. W. McC

RESULTS

Premier Award: W. T. Todd (Todd Spl.), 102.8 marks lost

Runner-up: D. G. Johnston (TD M.G.), 111.6

Saloon Award: R. C. McKinney (Citroën), 143.4

Novice Award: W. L. Morrison (Singer Roadster), 164.8

RUSSELL LOWRY'S NORTHERN LIGHTS

A MEMORY—AS YOU WERE!—ALL THE
FUN OF THE FAIR—WE DIG, DIG, DIG

OBVIOUSLY, sport has been suspended in the North as elsewhere, during the past sad week, but I hope it may be permissible to revive a far off memory of a Royal Sportsman. Some 30 years ago, when the late King and his brother, as Prince Albert and Prince Henry, were up at Cambridge, this humble writer was at school on the outskirts of the town and used to gaze in admiration at the transport used by undergraduates. Cars and motor-cycles were still allowed in those days, the favourites being 30.98 Vauxhalls and "Coffee grinder" Zenith Big Twins. But the one we really enjoyed seeing, and which the crew obviously enjoyed driving, was a certain large open model—an Itala, if memory serves—in which the Princes used to proceed from their nearby house to lectures, the tennis courts or the river.

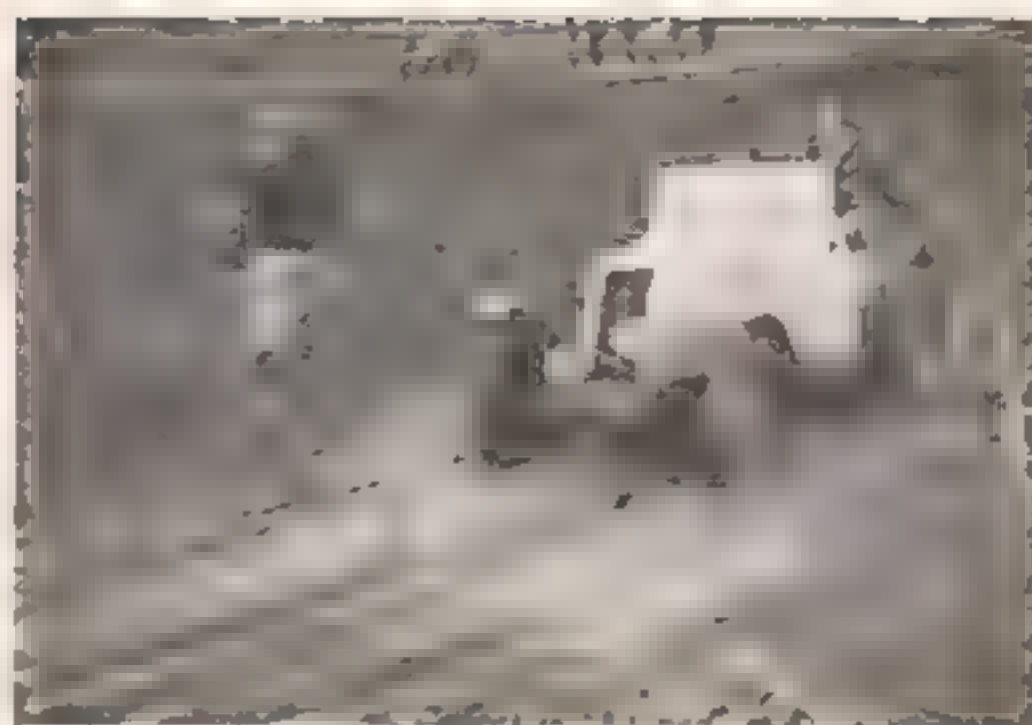
Trumpington Street in the early twenties was still a long way from Westminster Hall, 1952. *Eben Fugaces*

MEANWHILE the ordinary currents of life run on beneath the surface, and there is disappointing news about the challenge which it had been hoped would develop between North and South in the Harrison Trophy Trial. The Harrison will, after all, have to revert to its original status as a "Closed" (members only, for the uninitiated) fixture. The Sheffield and Hallamshire's idea had been to promote the "High Peak" to National standing and bring the Harrison up to an "Invitation" permit. But there seems to have been some confused thinking—don't ask me where—as to the cost of the former, so the sights have been lowered again and there can't be any foreign invasion. Perhaps this will be kept in store for the "High Peak". The whole thing is rather a pity, but won't have any effect on the sporting nature of the Harrison Trophy Trial or, indeed, on the entry, which looks like being a big one.

The above comes from Bob Wingfield, whom we greet as the Sheffield and Hallamshire's new President, after holding office as Chairman of the Car Section, a job which will now be filled (that seems a very suitable word) by Harry Myers.

By the way, there are still glimmerings of hope over Gamston, although Croft seems to have gone for ever from the northern racing calendar. The Sheffield and Hallamshire, the Yorkshire S.C.C. and the Nottingham Club are all hard at work trying to stop these gaps in Northern Sport for next summer.

LAST year's Bolton Rally Driving Tests scored a bullseye at the first attempt and were generally voted one of the best day's sport in the calendar. George Smith is aiming to do even better with the current version which will be run on 16th March. There will be 14 different tests in Lever Park, some on first-class tarmac, others on slightly rougher surfaces. Though last year's competitors will recognize the locations, they will find



HAVE A MUD PACK? Maurice Wilde tries to keep the northern flag flying in the R.A.C. Championship trial.

that all the tests are different. Crews who survive and remain on speaking terms with each other will then try test 15—a couple of figure eights—on the skid pan at the Advanced Driving School at Hutton. Here, the police themselves will provide most of the marshals, and no doubt, that excellent sportsman, Assistant Chief Constable Palfrey, will do some talent-spotting. Having spent a happy half-hour on the skid pan during the Bentley Drivers' Club's annual fixture at Hutton, I can promise that this test will be Fun.

The Royal Oak at Chorley will again serve as headquarters and a private dining room for 200 is all laid on. With the Lancashire A.C., Lancs and Ches. C.C., M.G. (N.W.) C.C., B.A.R.C., Blackpool and Fylde, Yorkshire S.C.C., and Manchester University M.C. as the Invited Clubs, there should be a real turn-out of test wizards. Among interesting rivalries, one hears that Pat Appleyard is threatening to enter in competition with Ian, while brother John is toying with a bash at both. Other "Tentatives" include Champion Waring, Goff Imhof, and, of course, our own northern regulars. Any reasonably experienced type who would like to see the fun and be useful at the same time, will find his offer of help will be welcomed by George Smith or Eddie Ainsworth. No. 7 Limegrove, Walmersley, near Bury, will find them.

THE last I heard of the North Midlands' boys was up at the "Chateau" Bateman, where Cuth Harrison arrived with a crick in the back after an afternoon's snow-digging in preparation for the Kitching Trophy Trial, which you will find reported on another page. Jack Waldron, Don Parker and party had apparently been left in the frozen wastes where efforts were to be resumed next morning. A five-foot snow-drift some hundreds of yards long takes a bit of cutting, especially when the banks are high and there's nowhere to put the spare snow. But three important Observed Sections were at stake, with this as the only approach road. Market quotations were pretty wide on the respective chances of Surling Moss, Reg Parnell and John Bolster in this unfamiliar combat. Far be it from me to quote the odds. I just hope the man Moss doesn't make trials driving look as easy as everything else he does. Somehow, I don't think he will, but I'm looking forward to turning to another page to find out.

Technical and Otherwise

by John Bolster

HAS THE TWO-STROKE A FUTURE?

PERIODICALLY there are waves of interest in the two-stroke engine, both as a prime mover for the everyday car, and as a racing unit. At first glance, the idea of having two explosions, where there was only one before, appeals greatly, and one needs to delve into the mists of antiquity to find the earliest practical examples.

The very first two-strokes were stationary gas engines, and were evolved some 80 years ago. Their efficiency was pitifully low, for they did not compress their mixture, so the expansion ratio was very small. Briefly, the inlet valve was closed half-way down the induction stroke, and the gas was then ignited by a burner. There is no need to discuss the complexities of slide valves and flame ignition, for obviously the fuel consumption was enormous, and power output almost negligible.

Incredible to relate, this type of engine was actually adapted to liquid fuel, for the propulsion of, of all things, a motor-cycle. The Hildebrand and Wolfmüller machine had such a power unit, the box connecting-rod operating directly on the cranked spindle of the small and heavy back wheel. A thick rubber band was responsible for returning the piston to the top of the cylinder, and although the device reached the stage of commercial production, it was, not unnaturally, a failure.

Although the Otto four-stroke cycle was embodied in the engines of all successful constructors, the "one bang per rev." idea always appealed to inventors. The wonderfully simple three-port two-stroke, with crank-case compression, was early on the scene, and is, of course, still with us. It is uneconomical, temperamental, difficult to silence, and unpleasant when lightly loaded or on the over-run. Nevertheless, for cheapness of construction, ease of servicing, and hard pulling at low speeds, it has no peer. I have little doubt that, for such things as autocycles and lawn mowers, the simple two-stroke will continue to be made for many years.

In a car, the worst features of the type are brought out. Petroil lubrication is a great nuisance whenever one has to fill up, and causes great unpopularity with busy pump attendants. This method of oiling also requires the use of a roller-bearing bottom end, which

must inevitably generate a lot of mechanical noise. Many small European cars have this sort of machinery, but they are of a crudity that we would not find acceptable. One always seems to be cleaning the plugs or blowing through the carburettor jets, too, and although these are simple enough operations, the necessity generally appears to arise at the least propitious moment. I have never failed to complete a journey with a two-stroke engined vehicle, but far too often I have arrived with oily hands.

So much for the simple three-port job, but the trouble is that, in attempting to improve it, inventors usually finish up with something much more complicated than the orthodox four-stroke. Nevertheless, among large Diesel engines, considerable success has been attained, and it might be worth while to follow this red herring for a paragraph or two.

Diesel two-strokes, such as the Petter Superscavenge or the G.M.C., work on what is called the Kadenacy principle. This is a uniflow type of engine, with piston-controlled induction ports at the bottom of the cylinder, and two exhaust poppet valves in the head. No crank-case compression is required, a Roots supercharger feeding the inlet ports with air, and the exhaust valves and their attendant ducting are also proportioned for high-velocity extraction. The theory of the thing is that the valves open towards the end of the firing stroke, and the pistons uncover the ports. An immensely rapid upward rush of air then clears the cylinder of the products of combustion, and all the holes are bunged up early in the compression stroke. It is true that supercharged Diesels have been made with piston-controlled exhaust ports, but local overheating of the piston crown has always limited output.

If the Kadenacy design works so well for Diesels, why shouldn't it be adapted to a racing engine? The first snag is that fuel injection is essential, otherwise half the mixture would go through the exhaust valves during the scavenging period. Until high speed injection equipment has been perfected, impossibly heavy consumption is unavoidable.

The second snag is the very tough life of the exhaust valves. They have to open twice as often as on a four-stroke, and their period of opening and closing has to be crammed into a very small arc of crankshaft rotation. At heavy Diesel speeds, that is not impossible, but for our purpose, it presents an insuperable obstacle.

I don't think that I am giving away any secrets when I reveal that a great deal of money was spent, just before the war, on the development of two-cycle aircraft engines. Most of these had sleeve valves, which overcame the poppet problem, and much practical work was done, particularly on a big prototype of famous make. Suffice it to say that the results never justified production. Of course, the Junkers Jumo opposed piston two-stroke was a success in the air, but that was a Diesel.

Many two-strokes have actually been built for racing, though they accomplished little. There was a Grand Prix Koechlin of 1912, for instance, and the 1926 Indianapolis Duesenberg. The "Duesey" was a 1½-litre straight eight, with a centrifugal supercharger, and had



The 1½-litre 6-cylinder supercharged two-stroke Zoller, designed by Dr. Arnold Zoller and built in 1934. Its appearances in racing were few and unsuccessful.

a rotary inlet valve in addition to piston-controlled ports. It had deflector-topped pistons, tubular connecting rods, and a fine bearing, dry sump bottom end. As usual, the pistons wilted on the exhaust side.

The Zoller two-stroke gave immense power for very short periods, and in this country the Jameson was to be raced by Earl Howe and Dudley Froy, though nothing eventually came of it. DKW engines were raced, both in small cars and motor-cycles. The supercharged, water-cooled DKW motor-cycle of 250 c.c. did 15 m.p.g., so it was scarcely suitable for enlargement to car size! It was immensely fast, though.

I have no prejudice against two-strokes, but in unsupercharged form they just cannot compare with a good four-stroke. Even the class for 125 c.c. motor-

cycles, which was formerly a two-stroke preserve, has now been taken over by the inclined valve jobs. A supercharged version may eventually be successful, but certainly not in the immediate future, for there are innumerable technical difficulties in addition to those I have mentioned.

Hope springs eternal, however, and I expect the patents offices will continue to be deluged with specifications of weird and wonderful two-stroke engines. I don't know whether two-strokes or infinitely variable gears account for the greater number of inventions each year, but the successful racing-car of tomorrow is likely to have twin overhead camshafts and an ordinary gear lever, just as its ancestor of 1912 had, and nearly all the good ones in between.

PETERBOROUGH NIGHT TRIAL

Madgwick (Austin), Hants & Berks Specialist, Wins
Popular Event with Holland Birkett Runner-up

THE Peterborough Motor Club's annual invitation night trial took place on 16th-17th February, over an area bounded roughly by the Club's home town, Oundle, St. Neots and St. Ives. If you look at the map of that area, you will notice an abundance of rivers, dykes and ponds, and water, indeed, seemed the ever recurring theme of the trial, for it rained steadily from four o'clock onwards.

The starting point was at the Crown Hotel, at Eaton Socon, near St. Neots, where there was the usual medley of flashing torches, oddly garbed figures who always seem to have lost something or somebody, and marshals shouting out numbers.

The first test was to average 29 m.p.h. to a map reference, but since your time was taken to when you had found the marshals, very few road speeds looked like 29 m.p.h. We eventually found the marshals dressed as tramps in a café which looked far too obvious as a control point. It did in fact fool a large proportion of the crews trying to locate that point. Psychology is a wonderful thing!

From here the routes fanned out and we found ourselves faced with a navigational problem. The route card gave us two intersections of latitude and longitude, from which grid bearings intersected over your destination. The only approach was up a track, very muddy and seemingly endless, but at the end was a farm with the marshals hidden in a shed. They seemed almost as pleased to see us as vice versa. As we left, fog descended to add to our joys.

The next point was in a disused gravel pit and gave no trouble to those who were careful to strike away from the road at the right point. A special navigational test to decide ties started from here. Against the clock, one had to do more geometrical gymnastics, return to the car and get whither your calculations took you. If correct, they took you under a disused railway bridge savouring of Emett.

Near Sharabook, the marshal was found in a cunningly concealed tent in a wood. Many, many precious minutes

were lost in this wood by practically the entire entry.

The next reference took us to a cross-roads where, I relate with sadness, was a burnt-out pub. After wandering through roofless bars and corridors in places blocked with debris, we noticed a pair of feet under a bush. When challenged the feet admitted to being attached to a marshal.

On the Great North Road, quite near the start actually, we rushed around water-filled pits, unmarked and therefore not navigable, until by luck we found the marshal. In spite of spending an hour at the next point on the edge of Croxton Park, we were unable to find the marshal. Apparently he was up a tree in the middle of a pond; I hope he survived.

It was now about four o'clock, it had started to rain, and the car was full of mud; we were beginning to enjoy ourselves. Aerodrome roads, not marked on the map, made us lose our way shortly afterwards. Back on the course, we essayed the special test, a combined reversing and garaging affair, quite exciting for everybody in the rain and darkness.

Then on to an area known as Ugg Mere where a 500-yard walk beside a dyke brought us to the gaunt shape of a derelict windmill. This was a weird spot—and once again we failed to find the marshals, who were apparently in an underground tunnel entered via a covered hole in the ground. At the next point we surprised the marshal taking the air outside his straw-bed hide-out. The last point of all, situated by a lock near Wansford, demanded a Blondin act across the lock gates.

So back to breakfast near Sawtry, where at about 8 a.m. the provisional results were announced. There were 43 entries and of these only three found every point. The elite were E. J. G. Madgwick, Holland Birkett and F. A. York, in that order of merit.

Breakfast-table discussion on the trial centred around two topics. Firstly, the time allowances between points were pretty well unattainable and while everyone agrees that over-generous allowances

lead to unwanted ties, insufficient time tends to cause even more undesirable doing. The second topic, which also covers all-night trials in general, was this: should the final phase of finding the control point involve a cross between blind man's buff and following the plough? Opinions were divided, as of course, they always will be.

Peterborough put on a cleverly thought-out trial which was well marshalled by enthusiastic types. But next time, please let the starting official be armed with something better than an alarm clock!

CHRIS TOOLEY

PROVISIONAL RESULTS

First Five (Barrett Trophy): 1, E. J. G. Madgwick (Austin 10), Hants & Berks M.C., 165 marks lost; 2, Holland Birkett (Austin 7), Hants & Berks M.C., 216; 3, F. A. York (Singer S.M. 1500), Northampton M.C., 225; 4, T. C. Branch, Peterborough M.C., 377; 5, J. Golt (Riley), Herts County A. and A.C., 433.

N.W. LONDON CLUB CALENDAR

THE 1952 Calendar of events to be held by the North-West London M.C. reads as follows:—

- 9th March—Coventry Cup Trial (Closed)
- 19th April—Little Rally (Closed)
- 25th May—Lawrence Cup Trial (Closed Invitation)
- 8th June—Driving Tests (Closed)
- 6th July—Standard Car Trial (Closed)
- 10th August—Gymkhana (Closed)
- 19th-20th September—London Rally (National)
- 6th December—Gloucester Trial (National)

Social meetings take place on the third Thursday of every month at the Masons Arms, Maddock Street, Hanover Square, W.1, from 7 p.m., and all members are welcome.

At the meeting on 21st February, the N.W.L.M.C. President, Sydney Allard, will describe his winning drive in the Monte Carlo Rally. The Annual General Meeting of the Club will take place at the same address at 7 p.m., Thursday, 28th February. A return Quiz with the Kentish Border Car Club will take place on Wednesday, 5th March, at a venue to be announced shortly.

RACING DRIVERS' "MEDICALS"

Not Required for Specials and Hill-Climbs
—R.A.C. to Issue Official Forms Shortly

FOLLOWING on the F.I.A.'s decision to make the furnishing of medical certificates a pre-requisite to taking part in racing events, the R.A.C. has now introduced a form of certificate for British drivers, after consultation with the medical profession.

National automobile clubs were given certain freedom in making their own arrangements, and the R.A.C. Competitions Committee have decided that the medical certi-

cate will only be required of drivers taking part in races, and not in sprints or hill-climbs. This decision will no doubt relieve the minds of many would-be competitors.

Supplies of the certificate are at present being printed, and copies will be available from the R.A.C., Pall Mall, London, S.W.1, within a week to 10 days from now. *Pro forma* of the certificate is reproduced herewith:

12th February, 1952

R.A.C. MEDICAL FORM FOR DRIVERS HOLDING F.I.A. LICENCE ISSUED BY R.A.C. GREAT BRITAIN

SURNAME CHRISTIAN NAMES
PLACE OF BIRTH DATE OF BIRTH NATIONALITY

Cardio-vascular System.

1. *Blood Group.* (A B AB or O)
Rhesus Factor R+ (plus) or R- (minus)
2. *Blood Pressure taken at Rest*
Systolic pressure m.m. Hg. (Systolic pressure must not exceed 150 m.m. Hg)
Diastolic pressure m.m. Hg. (Diastolic pressure must not exceed 90 m.m. Hg)
3. *Heart*
(a) Is there any evidence of abnormal cardiac enlargement?
(b) Are there any abnormal heart sounds?
If the answer to either for (a) and (b) above is in the affirmative the practitioner is requested to state below whether in his opinion his findings indicate the presence of a sufficiently serious lesion to prevent the candidate from driving a car in safety at speeds exceeding 100 m.p.h. A simple "yes" or "no" is requested

Pulmonary System.

4. Is there any clinical evidence of a pulmonary lesion sufficiently serious to prevent the candidate from driving a car in safety at speeds exceeding 100 m.p.h.? Please answer "yes" or "no"

Visual Apparatus:

5. (a) *Acuity* Before Correction After Correction
R. Eye
L. Eye
Range permitted after correction:—6/6 and 6/12 or 6/9 and 6/9
(b) The pupils must react to light and accommodation. Please answer "yes" or "no".
React to light. React to accommodation
(c) The candidate must be able to distinguish the following colours. Please answer "yes" or "no". Red Yellow Blue Black White
(d) *Visual Fields.*
Is there in the opinion of the examiner any limitation of the field of vision sufficiently serious to prove a danger to the candidate or other competitors at speeds exceeding 100 m.p.h. Please answer "yes" or "no".

6. Urine.

The urine must be free from sugar and albumen. Please answer "present" or "absent".
Sugar Albumen

7. Extremities.

Is there in the opinion of the examiner sufficient freedom and controlled movement of the shoulders, elbows, wrists, hands, hips, knees, ankles and feet, necessary for the proper control of a motor vehicle? Please answer "yes" or "no".

Signature of Examining Medical Practitioner .

Address .

Date .

Scotch Corner

By "AENEAS"

IN addition to their evening rallies the Scottish Sporting Car Club retain the interest of their members during the winter months by a monthly social evening held in the Green Room of the Royal Scottish Automobile Club. There has been a variety of entertainments at these meetings, but on 26th February the S.S.C.C. introduce a novel touch which should result in the Green Room being filled with sweetness and light. On that evening R. Fyfe Smith, convener of speed events; T. A. M. Watson, convener of trials and rallies, and J. G. Stenhouse, convener of the social committee, will wait upon the members to listen to their moans and groans. For a full hour they will stand up to be shot at, to provide alibis, to listen to suggestions and To Please the Customers, then at 8 p.m., with a lovely juxtaposition of titles, said customers will be treated to a showing of the Stanwck-Cable film "To Please a Lady".

The idea is a good one as it should bring any real or imagined grievances to the surface, and it might well be copied by other clubs instead of letting odd matters drift until the A.G.M. comes along. Perhaps, too, we might have the same sort of thing for AUTOSPORT correspondents or for the blokes that mean to write to the Editor but . . . (fill in this section yourself). By that I mean I am looking forward to the day when, during the long winter evenings, AUTOSPORT will be able to arrange for a group of its expert and controversial writers to put in an appearance at club gatherings and let the readers have a real good natter with them. It might then turn out that a certain gent didn't really mean to be quite so rude to John Bolster—not that J. B. needs any help to produce the retort courteous, as was clearly shown in last week's letter.

And, talking of writing to the Editor besides getting back to Scotland, where I belong, a thing that always surprises me is the fact that down South readers are much more ready to write about things with which they agree or disagree than we are in Scotland. That does not mean that the topics in AUTOSPORT are not discussed, and tongues have wagged over Dick Caesar's article on Formula 3. In Scotland, no matter how much we agree with the purpose behind this article the consensus of opinion is that it would not work. Engines may be inanimate objects, but the 500-man lavishes a deal of care and attention on the one that goes into his car and it becomes imbued with a certain amount of personality. No one will deny that his car—whether it be family saloon or Grand Prix model—has not got characteristics or reactions that are entirely different from any other model of the same make. And no one is going to say that these things are not affected by the engine. Accuse us of sentimentality if you like, but that's the way most of the Scots I have listened to—while wishing there could be some scheme for reducing expenses—feel about parting with their engines.

(Continued on page 250)

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5

JOWETT JUPITER

6

JAGUAR MK. VII

...from

RUBERY OWEN

who helped them to get there



★ Allard was fitted with R.O. Wheels, Sunbeam-Talbot with R.O. Frame, Rear Axle Case, Wheels and Fuel Tank; Jaguars with R.O. Frame

News from the Clubs—continued

PETERBOROUGH M.C.

PETERBOROUGH M.C.'s postponed Dinner/Dance is now to be held on Thursday, 6th March, at the Angel Hotel. Guests of honour will be Stirling Moss and John Bolster.

EASTERN COUNTIES M.C. TRIAL

AN entry of 17, comprising specials, standard sports and saloon cars started from the Royal George Hotel, Ipswich, on the 16th February, on the Club's only "Mud Plugging" trial of the year. The course was approximately 20 miles long and included five observed sections and a special test. The course was laid out primarily for standard cars, but a sudden thaw made some of the sections so muddy, that no one completed the course without loss of marks.

RESULTS

1, R. N. Richards (RBW Spl); 2, A. Cottrell (Austin Spl); 3, J. Risk (Ford Pilot, Highest placed standard car); 4, P. Fisk (Frazer-Nash BMW).

LIVERPOOL M.C.

THE annual general meeting was held on 5th February when J. C. Rankin was elected Chairman of the Club for the coming year. The Secretary, as before, is J. C. Dixon, 51 Green Lane, Mossley Hill, Liverpool.

On 8th February the annual dance was held at the Grand Hotel, New Brighton. In the only speech of the evening, Councillor V. F. Crosthwaite, J.P., the President, paid a tribute to the late King, and then proposed a toast to the Queen. After an excellent dinner, dancing continued until, at 1 a.m., a happy band of members, families and friends called for their "carriages" and departed into the night.

THE "JEANS" GOLD CUP TRIAL

SUPPLEMENTARY Regulations have now been issued by the Liverpool M.C. for their annual classic, the "Jeans" Gold Cup Trial, which takes place on Sunday, 2nd March. A closed invitation event, invited clubs are Chester M.C., Lancs A.C., Lancs and Cheshire C.C., Sheffield and Hallamshire M.C., Midland M.E.C., Waterloo M.C. and the Yorkshire S.C.C.

The "Jeans" starts and finishes at the Egerton Arms, Broxton, Cheshire, first car setting off at 11 a.m. Many of the observed sections are situated within the well-known Bickerton Military Training area, which forms a magnificent spectacle for onlookers.

Closing date for entries is Monday next, 25th February; they should be sent to the Secretary of the Meeting, C. S. Brown, at "Wayside", Victoria Avenue, Heston.

HANDICROSS MOTOR SPORTS CLUB

THE above Club will hold a night "March Hare" run (replacing annual night trial) on 1st March, starting from Handicross Social Club at 7 p.m.

This event is open to all motorists and motor-cyclists at an entrance fee of 2s. 6d. Distance to be covered is approximately 20 miles on second-class roads and bye lanes. This is not a special event! Entries to Hon. Secretary, R. D. Funnell, "Hoadlands", Handicross, Haywards Heath, Sussex, not later than 28th February. Late entries may be accepted at start at 3s. 6d.

COMING ATTRACTIONS

February 22nd/25th. International Bestrienes Rally (I).

February 13rd. Brighton and Hove M.C. Map Reading and Average Speed Contest. Start Madeira Drive Arches, 7 p.m.

Scottish S.C.C. "Trally" Driving Tests

Riley M.C. (London Centre) Winter Rally

February 23rd/24th. Cambridge U.A.C. Lent Term Rally. Start Leeds, 9.30 p.m.

February 24th. Eva Peron Cup Race* (Formule Libre) Buenos Aires, Argentine

Swedish Race Meeting (F1, 2, 3, 5) Sheffield and Hallamshire M.C. Harrison Trophy Trial. Start Norton Hotel, Sheffield, 11 a.m.

North London E.C.C. Jacobean Trophy Trial. Start White Horse, Hertingfordbury, 10 a.m.

Furness District M.C. Charles Kendal Trial. Start The Gill Ulverston, 11.30 a.m.

Maidstone and Mid Kent M.C. Brian Lewis Cup Trial. Start The Square, Lenham, Kent, 11 a.m.

Bognor Regis M.C. Point-to-Point (C). Start Pavilion Car Park, 11 a.m.

Nottingham S.C.C. Pilkington Trophy Trial. Start Breaston Motors, Breaston, Derbyshire.

Edinburgh U.M.C. Driving Tests

February 26th. Auto-sky Agnelli, Italy

February 27th/March 3rd. Paris-St. Raphael Ladies' Rally.

* Date not confirmed

ALLARD O.C. (NORTHERN BRANCH) INAUGURAL MEETING

A successful inaugural meeting of the Northern Branch of the Allard Owners' Club was organized by the northern chairman, Jack M. Reiss, and held at the Parkway Hotel, Adel, near Leeds, on 8th February.

The meeting was attended by Mr. and Mrs. Sydney Allard and Tom Lush. The president of the club, Sydney Allard, gave members and friends, who numbered over 100, a very interesting talk on his recent success in the Monte Carlo Rally. The club is run for all Allard enthusiasts whether they be owners of Allard cars or otherwise. It is proposed to hold meetings and events in the North in addition to other parts of the country. The secretary of the northern branch is J. H. Farrar, "Mardon Rise", Northowram, near Halifax, and the treasurer is R. O. Sutcliffe, "Elm Nook", Easby Drive, Ilkley.

SPRING SPORTING TRIAL

ON Sunday, 16th March, the Mid-Cheshire C.C. will hold their closed invitation Spring Sporting Trial. This event is open to members of the organizing club (competitive membership costs 7s. 6d. per annum) and of the Chester, Lancs and Cheshire, Liverpool, Rhyl and District, Crewe and S. Cheshire, Yorkshire Sports Car and Sheffield and Hallamshire Clubs.

The course will be approximately 50 miles in length, and the trial starts at 11.30 a.m. from Padeswood Garage, Mold, Flintshire. Entries to the Competition Secretary, A. P. B. Birt, of 41 High Street, Northwich, Cheshire, by midday Monday, 10th March.

FALCON FILM SHOW

THE Falcon Motor Club will be holding a Film Show at the Windsor Café, Buntingford, Herts, at 7.30 p.m. on Friday, 29th February.

The programme will comprise the latest Shell films, including the "Ilkley Grand National", and "Racing Personalities". Interested non-members are invited and admission will be free.

VINTAGE S.C.C. BISLEY RALLY RESULTS

Class "A" Under 1,500 c.c. Vintage: 1st Class Awards, N. R. Arnold-Forster (Frazer-Nash), D. H. Gahagen (Bugatti); 2nd Class Award: D. Denne (Humber); 3rd Class Awards: C. B. Forster (Riley), A. Hyde East (Alfa Romeo).

Class "B" Over 1,500 c.c. Vintage: 1st Class Awards, J. G. Vesey (Lancia), I. M. Austin (Lancia); 2nd Class Awards, P. J. E. Brians (Vauxhall), R. Traxler (Frazer-Nash); 3rd Class Awards: H. Moffatt (Lagonda), J. H. Heskett (Alvis), G. H. Rolis (Sunbeam).

Thoroughbred Class: 1st Class Award, E. J. Laker (Riley); 2nd Class Award, B. E. Brown (Frazer-Nash); 3rd Class Award, R. C. C. Palmer (Frazer-Nash).

Best Light Car: C. B. Car (Riley). Inter-Team (Between North, Midland and South): South Team.

CLUB FIXTURES

Lagonda Club.—Buffet Dance, 2nd February. Cotton's Hotel, Knutsford, Cheshire, 8.30 p.m.

Half-Litre Club.—Annual Dinner/Dance, 22nd February. Park Lane Hotel, London, W.1.

Nottingham S.C.C.—Annual Dance, 22nd February.

M.G.C.C. (S.E. Centre).—Winter Party, 23rd February. White's Hotel, Lancaster Gate, London, W.2, 6.30 p.m.

Bentley D.C.—Noggin and Natter meetings, 23rd February. The Phoenix, Harley Wintney, Hants, 7.30 p.m. 27th February. Trant Beck Hotel, Ilkley, Yorks, 6.30 p.m.

Bentley O.C.—Social evening, 24th February. Bankes Arms Hotel, Corfe Castle, Dorset, from 7 p.m.

Lagonda Club.—Last Tuesday meeting, 26th February. Coach and Horses, Croxley Green.

Ulster A.C.—Talk by "Lofty" England of Jaguar Cars, 27th February. Club Rooms, Saxone House, Donegall Place, Belfast, 8 p.m.

Vintage S.C.C.—Last Thursday meeting, 28th February. Jolly Farmer, Enfield, Middlesex, and at The Crescent, Ilkley, Yorks.

Bentley D.C. (Midland Region). Annual Dinner/Dance, 29th February. Chadwick Manor Hotel, near Knowle, War.

Hants and Berks M.C.—Film Show, 29th February. Army Camp, Arborfield, Berks. (Rv. New Inn, Eversley.)

Royal Scottish A.C.—Film Show, 29th February, in Clubhouse at 8 p.m.

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ALVIS Speed 25 Sports saloon, late 1937, maroon and black, one owner, engine fitted last year.

SINGER 9 h.p. Roadster, 1947, black/fawn, 20,000 very careful miles, body, interior, hood as new.

ALLARD Sports Roadster Type 61K, 1948 model, black, red leather, one owner, radio, low mileage model.

A.C. 18 h.p. Special four-seater Sports, 1936, with three-carb. high comp. engine, remote-control four-speed gearbox, fold-flat screen, quick filters, stoneguards, the performance of this car will amaze you.

A.C. 16 h.p. Special Aero Sports saloon, 1936, with similar type engine to above, beautifully modern streamlined body styling, an exceptionally fast car.

M.G. Midret TC 1948, in cream with immaculate green leather interior, small mileage, radio, etc.

M.G. Midret TC 1947, red, fawn, one owner, oil coil, headlights, chromed luggage grid, full tonneau cover, recent engine overhaul by makers.

M.G. Midret Series TA Special Tickford drophead coupé, 1939, looks and runs like a post-war car.

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1940 Ford V8 Model 81A saloon	£375
1939 Ford V8 Model 91A d/h. with dickey	£475
1936 Ford V8 30 h.p. de luxe saloon	£185
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1937 Hotchkiss Paris-Nice, d/h. foursome	£625
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AUTOSPORT, FEBRUARY 22, 1952

News from the Clubs—continued

SUNBEAM-TALBOT O.C. CALENDAR

THE 1952 Programme of Sunbeam-Talbot O.C. events is as follows:—

1st February. Dinner/Dance, Station Hotel, Newcastle-on-Tyne.

29th February. Visit to Sunbeam-Talbot, Humber, Hillman factory at Ryton-on-Dunsmore, followed by S.T.O.C. A.G.M.

9th March. Cotswold Trial.

23rd March. Yorkshire Trial.

19th-20th April. Southport 200 miles Rally.

26th April. South Wales Rally and Treasure Hunt.

4th May. Lakeland Trial.

18th May. Bedford Rally.

24th-25th May. Third Annual Eastbourne Rally and Concours d'Elegance.

31st May. Northern Ireland Rally and Treasure Hunt.

8th June. Dorset and Hampshire Trial.

14th-15th June. Third Annual Scottish Rally, Turnberry.

21st June-6th July. Rallye Cote d'Azur (Continental Holiday Rally to South of France).

13th July. Northumberland Rally.

27th July. Chilterns Trial.

10th August. Gloucestershire Gymkhana.

24th August. Peak Trial.

23rd August-7th September. Rallye Tyrol (Continental Holiday Rally to France, Germany, Austria and Switzerland).

13th September. Scottish Rally (Gymkhana or Treasure Hunt).

20th September. Surrey Treasure Hunt.

27th-28th September. Fifth Annual Scarborough Rally and Concours d'Elegance.

11th-12th October. Second Annual Torquay Rally and Concours d'Elegance.

24th October. Annual Dinner and Dance, Dorchester Hotel, London.

12th December. Annual Scottish Dinner/Dance.

TWELVE MONTHS OF GLORY

"LOFTY" ENGLAND of the Jaguar Car Company will give a talk entitled "Twelve Months of Glory" to Ulster A.C. members on Wednesday next, 27th February, at the Club Rooms in Saxone House, Donegall Place, Belfast. The meeting begins at 8 p.m.

TENBY M.C. BADGE COMPETITION

OF the 28 entries submitted for the Tenby M.C.'s Club Badge competition, the very attractive design of T. C. Griffiths, of Tenby, was unanimously chosen by members as the best. It will accordingly be adopted by the Tenby M.C. as their new badge.

PATHFINDERS AND DERBY M.C.

Midlands Rally to Scarborough

REGULATIONS will shortly be available for the Pathfinders and Derby M.C.'s Midlands Rally on 25th-27th April, 1952. Invited clubs are County C.C., Grimsby M.C., Leicestershire C.C., M.C.C., Nottingham S.C.C., Scarborough and District M.C., and Shenstone and District M.C. The Rally will end with driving tests at Scarborough on 25th April, and a Concours d'Elegance will be staged on the Sunday. Road mileage will be approximately 300-400. Further details can be obtained from the Car Secretary, J. A. Leyland, 15 Eastwood Drive, Littleover, Derby.

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